INDIA RUBBER WORLD AND ELECTRICAL TRADES REVIEW

Published on the 15th of each Month by

THE INDIA RUBBER PUBLISHING CO.

No. 192 WORLD BUILDING, NEW YORK, U. S. A.

JNO. R. DUNLAP. H. C. PEARSON.

Vol. 6. SEPTEMBER 15, 1892. No. 6.

SUBSCRIPTIONS: $3.00 per year, $1.75 for six months, postpaid, for the United States and Canada. Foreign countries, same price. Special Rates for Clubs of five, ten or more subscribers.
ADVERTISING: Rates will be made known on application.
REMITTANCES: Should always be made by bank draft, Post Office Orders or Express Money orders on New York, payable to THE INDIA RUBBER PUBLISHING COMPANY. Remittances for foreign subscriptions should be sent by International Post order, payable as above.
DISCONTINUANCES.—Yearly orders for subscriptions and advertising are regarded as permanent, and after the first twelve months they will be discontinued only at the request of the subscriber or advertiser. Bills are rendered promptly at the beginning of each period, and thereby our patrons have due notice of continuance.

Trade supplied by the American News Co. and all its branches.

Entered at New York Post Office as mail matter of the second-class.

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Rubber and General Prosperity.

OUR columns have contained many statements recently in regard to the increase in the consumption of crude rubber in this country, arguing a great and steady growth in the output of our rubber-manufactories. These facts alone may be held to indicate a prosperous condition of the business. While it may happen, and often does, that a manufacturer will keep his works running and his employés more or less busy in a dull season, with no hope of profits, in order to keep his establishment up to a high degree of efficiency, good business men do not add to their mills and increase their working force without indications that it will pay to do so.

In the pages of this issue of THE INDIA RUBBER WORLD will be found particulars of improvements and extensions of several rubber-factories. Recently one of the largest rubber-shoe concerns, after permitting one of its mills to stand idle for several years, has started it again. As for the yearly season of shutting down for stock-taking and repairs, it has been briefer this year than usual in nearly every case. It is true that in certain lines of products production may have been extended beyond profitable limits. But on the whole, there are no indications of overstocking, and the present rate of output may be expected to be maintained, at least so long as indications of prosperity in general are so plain on every side.

We have long been accustomed to regard the condition of the iron trade as a barometer, so to speak, of our general prosperity, but few persons, we presume, have ever thought of rubber in a similar condition. But our Boston contemporary, the *Boot and Shoe Recorder*, makes a good point when, in commenting upon the unusually heavy imports this year of crude rubber, it remarks: "This is only another proof of the general business prosperity of the country, for it must be remembered that rubber goods are in one sense rather in the line of luxuries, inasmuch as it is possible to get along without them."

Possibilities in the Amazon Valley.

THE official report of a voyage on the Amazon between Pará and Manáos, by the United States Consul at the former port, which we print in another place this month, will attract attention through its claim that this great valley is better suited for farming than has been generally supposed, and that proof of this claim exists in numerous instances of a high state of cultivation which he saw. Whether or not the observations of Dr. Ayers were more than ordinarily accurate, as he seems to think, there can hardly be a doubt that he is right in asserting that the Amazonian provinces have never yet been thoroughly and intelligently explored. What a complete survey of that country would reveal in possibilities of profitable investment and material progress, it would be idle to predict. The area of Brazil is nearly as great as that of our United States, and her natural resources may be even less limited. Does not the mere suggestion seem to offer a stronger motive to the would-be explorer than all the advantages

that would accrue to the commercial world, from the opening of a passage through the north polar seas?

It is not difficult to imagine the Amazon fringed with lands of marvelous fertility; further experiments are not needed to prove the practicability and the profit of cultivating rubber when the native forests shall have disappeared; the success of the Anglo-Saxon race in establishing a foothold in the Mississippi valley in spite of the deadly fevers which once raged there may foreshadow the possibilities of a similar conquest along the Amazon. At all events every year reveals more fully that a great new industrial and commercial empire is in prospect to the south of us, whose traffic is to be the subject of lively competition between the leading countries of all the rest of the world. The whole world may well be interested in its unfolding, when the largest single item in this commerce—rubber of a fine quality—is one which no other country can supply, and one which no civilized people henceforth can dispense with.

In the concluding portion of the report by Dr. Ayers lies the point of his suggestions—the absence of United States influences in the growing commerce of the Amazon. Here we seldom think of Italy as an important power, yet her influence to-day—as shown in affairs in the State of Rio Grande du Sul—is far greater than that of the North American relations with Brazilian development or trade. As for the influence of Great Britain and the more important continental countries in Brazilian affairs, they are too well known to require further mention here. The question for our directors of commerce is, whether it is wise to leave all control of this tempting field to their competitors?

The Tennis-Shoe Season Reviewed.

THE season for tennis-shoes has been a peculiar one. It opened in good shape with a widely distributed demand coming from the newer portions of the country as well as the old. The South developed a very large trade, as the negro found he was getting a comfortable shoe for very little money. To obtain a shoe which was going through the country like wild-fire, and which had become a great fad with "the white man," for the sum of fifty cents, was simply astonishing to the blacks, and they were not slow in investing. In June, while the demand was apparently at its height, it stopped as if it had been cut off with a knife. Efforts were made to revive it, as some of the manufacturers had good-sized stocks, but it was very hard work to clean up what was left. That there were sections of the country in which it had not had its run was proved by one terse letter which came to a manufacturer, to this effect: "We do not play tennis out here."

The trouble is supposed to have been that other shoes took its place. The tennis-shoe in its ease to the foot, its fancy-colored top, and its cheapness, was something for which the average man, woman and child had long been waiting. The ease in wearing, however, was only partial, for the rubber bottom was heating to the foot, which was overcome by some manufacturers by placing an inner sole of leather so that the stocking would not come in contact with the compound. The fancy-colored duck was perhaps the point which appealed to all, as patent-leather was just commencing to assert itself as a response to the growing desire for a more ornamental covering for the foot. Shoemen, noticing this feature, had all winter been making the russet shoe, and it caught the popular fancy in as remarkable a way as the tennis-shoe before it, and in the older communities "knocked out" the latter.

The cheapness of the tennis-shoe is yet the great point. They can be made for thirty cents, about twenty cents being the cost of the duck. The foxing, which used to be the weak part, is not so now, the sole going first, wearing, like other shoes, naturally through the bottom. It is believed that they yet can be made cheaper, say for about twenty-five cents, to retail at fifty cents or less. Naturally there is not much service in so cheap a shoe, but they will last a month or two under rather hard usage, and at the price mentioned one can almost afford to have a case on hand. An attempt will be made next year to export more and to thoroughly introduce them into the mountainous regions, for which they are well adapted. But few weeks are now left before the tennis-shoe man will be in the field; he is busy in mind now. In three months will come the question of "to be or not to be" with him.

New Publications.

INVESTIGATION OF THE BENEFICIAL AND DETRIMENTAL INFLUENCES of the Usual Additions to India-Rubber and Gutta-Percha as Exerted on the Properties of these Bodies which are of Technical Value. By Dr. Chr. Heinzerling, tutor, Darmstadt, and Wilhelm Pahl, India-rubber manufacturer's chemist. Berlin: 1892. [Reprinted from the Proceedings of the Society for the Advancement of the Arts.]

ANTONIO HERRARA, who died in 1625, in his history of the second voyage of Columbus, states that the natives of Hayti played with a ball made from the dried juice of a plant. From this first mention of rubber the authors briefly trace its history down to the invention by Goodyear, in 1852, of the process of producing hard rubber, and give statistics of the rubber imports and exports of the United States, Great Britain, Germany, France and other countries. But all these statistics are wofully antiquated, the most recent date included being 1883, except that the statements for Germany are brought down to include the year 1886.

A tabular statement is presented of the botanical origin of rubber, arranged geographically, which is followed by a succinct account of the methods of collecting both rubber and Gutta-percha. A brief but fairly comprehensive outline is given of the various methods of manufacturing rubber and Gutta-percha.

So far estimates of the worth of manufactured rubber and Gutta-percha have been confined for the most part to a determination of the specific gravity and to the percentage of ash left as a residue, on incineration, while complete analysis has been seldom resorted to. So long as the manufacturer uses only pure rubber, with some mineral admixture, the process is useful, but since organic substances are added, such as paraffine, etc., which are of at least as low specific gravity as rubber itself and which leave no residue on burning, these methods are apt to lead to erroneous results. A careful estimation of the ash affords, it is true, an indication of the quantity of the mineral substances present in the aggregate, but it would be a grave error, say the authors, to presume that specimens of rubber which are composed solely of pure gum and sulphur, and which

consequently have no ash, are the best adapted for all purposes. They show in the course of their studies that for some purposes the value of rubber is very much enhanced by the addition of certain organic, or in some cases inorganic, substances. They therefore direct especial attention to the fact that in estimating the value of manufactured rubber, the uses to which it is to be put must always be borne in mind.

In discussing the methods of valuation used, the authors take occasion to point out the total worthlessness of E. Donnath's formula, which is based solely on a study of the chemical constitution of the specimen under examination.*

An accurate chemical analysis of vulcanized rubber presents many serious difficulties, and the authors abandon it as impracticable. They procured a variety of specimens of known composition and proceeded to an investigation of these, both chemical and physical. The chemical examination—so called—embraced a study of the action exerted on each sample by those substances with which it is most probable that the rubber will be brought into contact during use, embracing sulphuric acid, as representative of the mineral acids in general, acetic acid, soda lye, ammonia water, purified rape-oil, mineral lubricating oil, lubricating oil with a mixture of tallow, and illuminating gas.

The physical examination to which the several specimens were submitted embraced a determination of the resiliency, the limits of elasticity, the resistance to traction or the bearing point, change of form under high pressure and under the hammer, the influence of heat and the determination of the insulating power.

The details of the applications of these several tests are fully set forth by the authors in tabular form and in charts, giving evidence of an immense deal of work performed by them. The practical deductions appended after the statement of the results of each examination are interesting and full of suggestion, though in some cases not in accord with popular ideas, as for instance where it is stated (p. 55) that resin oil is really to be recommended as an addition to rubber where ground rubber is added to the mass, as it facilitates the incorporation of the scraps into the mass.

It may be recalled that C. Schwanitz has recommended the addition of glycerin and vulcanization in a glycerin as improving the power of the rubber so made to resist the action of oils and fats. Heinzerling and Pahl's results, however, indicate that the resistance to oils and fats is not improved by the treatment with glycerin, although the hardness and the insulation were improved while the other properties either were influenced, or were affected detrimentally. The deductions drawn by the authors are, however, given at some length in another column of this journal. Very nearly the same line of investigation was carried out by the authors as regards Gutta-percha, and the results are similarly summarized, both verbally and in tracings.

Altogether the work is an interesting and valuable record, possessing that intrinsic value which attaches to all methodically-conducted and accurately-recorded investigations of technical matters. For such work we must still look to the European universities, our own institutions of learning rarely contributing anything to technical literature at once so practical and so scientific in character. C. A. M.

*Donnath stated [*Zeitschrift, für Chem. Ind.* I., pp. 77, 110, 127] that the technical value is dependent upon the proportion existing between the sulphur or sulphid in the foreign admixtures, both organic and inorganic, and the pure gum present in the sample. Take v for value, s for sulphur and sulphids, and r for foreign admixtures, and Donnath's equation would read thus:

$$v = \frac{(100-(s+r)}{s}$$

Letters to the Editor.

TO THE EDITOR OF THE INDIA RUBBER WORLD: In the issue of your journal for June 15, 1892, we find on page 277 a description of a machine for cutting soles for India-rubber shoes. As this description does not contain the name of the firm manufacturing such machines, we beg to ask you kindly to let us know it, and any further particulars in relation to the machine. Yours, respectfully,

VEREINIGTE GUMMIWAAREN-FABRIKEN, HARBURG-WIEN.

Harburg a/d Elbe, August 6, 1892.

[THE article referred to is the Wellman Sole-Cutting Machine, manufactured by the Wellman Sole-Cutting Machine Co., Nos. 144–146 Pearl street, Boston, Mass., whose advertisement appears in another part of this journal.—EDITOR.]

A Request for Ceiling-Walking Shoes.

TO THE EDITOR OF THE INDIA RUBBER WORLD: Can you inform me to whom I can write for a pair of vacuum or ceiling-walking shoes? I wish to purchase some at once. Respectfully, MABEL CLOUDSLEY.

Philadelphia, September 6, 1892.

The First Sign of the Millennium.

TO THE EDITOR OF THE INDIA RUBBER WORLD: As an instance of a first-class, clean-cut business procedure, we submit the following facts:

Our treasurer, Mr. J. O. Stokes, traveling on the 11 o'clock A. M. train from Philadelphia, via the Pennsylvania Railroad system, upon his arrival at Jersey City, unintentionally left a small package in the car, and upon reaching his New York office about 2 o'clock, P. M., immediately missed the parcel. Application was immediately made at the Cortlandt-street depot for it, and the said package was placed in his hands at 3 o'clock the same day. We hail a rapidly approaching millennium, when a business man plunged into deep thought—as to where the money is coming from to meet his next note, as to which trust would be the better for him to join, as to who is coming out on top, Harrison or Cleveland, Sullivan or Corbett, cholera or quarantine—can leave any of his goods or chattels behind him in the conveyance in which he may be traveling, and have them restored to him so promptly and safely. Yours truly,

COMMONWEALTH RUBBER CO.,
S. F. Randolph, President.

New York, September 3, 1892.

No Increase in the African Rubber Supply.

TO THE EDITOR OF THE INDIA RUBBER WORLD: As the result of inquiries made for some time past, we find that there is no company on the west coast of Africa making India-rubber exports from there their sole business. All the exporters do a general trade. Moreover, the Congo region is now much disturbed, and every concern in that quarter has difficulties of various kinds. We should say, therefore, that the rubber supplies from Africa are likely to decrease for some time. As in other districts, the trees near the shore are mostly cut down, and the producers have to go for the juice further and further into the interior, which, considering the present prices to be got from the merchants on the coast, they do very reluctantly. Very respectfully, J. J. FISCHER & CO.

Liverpool, England, August 26, 1892.

A CELLULOSE paper that in some places is superseding table oil-cloth and even gum roofing, is now produced by a German concern. It is cheap and does not become sticky through heat; nor does it crack from the cold and may be made in any color.

A NEW CUSTOMS DECISION ON RUBBER CLOTHING.

IT would appear that by recent decisions of the Customs Appraisers many of the advantages accorded to rubber-clothing manufacturers by the Tariff Law of 1890 are neutralized, and that the industry is, in a great measure, in the same position as before the enactment of the so-called McKinley Bill. At the time of the passage of that bill it was claimed that the American manufacturer had been compelled to submit to a foreign competition of the most serious nature. Two or three years previous to that time an increased demand had sprung up in this country for the better class of rubber garments called mackintoshes, and the home manufacturer conceived the idea that there was an opportunity for him to successfully manufacture these goods and make more money than he had been able to on the cheaper grades, on which the margins had become so small as to make the business one of peculiar uncertainty. In this, however, the American manufacturer was mistaken, for it was found that the foreign maker, owing to cheaper labor and cost of crude materials such as wool and silk textures, could take our market and hold it successfully.

In compliance with the demands of the American manufacturer the tariff law of 1890 imposed a duty of 50 cents per pound and 50 cents *ad valorem* on the class of goods mentioned. This duty applied, according to the apparent wording of the law, on goods in which silk or wool formed the chief component part of value; and through this peculiar text of the law the error crept in. As a rule the proportion of rubber to cloth was about two-fifths, and, if under any circumstances rubber constituted a component part of chief value, then the goods could be entered under the rubber schedule, which was so much less as to allow foreign goods full scope in this country.

A contest on this question was begun early by J. Mandelberg & Co., of England. The English firm imported at that time a variety of goods and claimed for them the duties imposed by the rubber schedule, as follows: Plaid cotton cloth, heavily proofed with a preparation of India-rubber, cotton chief value; cotton cloth stuck together with prepared India-rubber, or what is called double-texture; woolen cloth and cotton cloth pasted together with India-rubber, and woolen cloth similarly joined together.

The decision at that time of Captain T. S. Sharretts, of the Board of Appraisers, was that, when cloth was imported of which *pure* India-rubber was the most costly material, then the goods were liable only to a low rate of duty. Should the value of India-rubber fall below that of any other component part of the fabric, then the duty would follow the part of chief value, which would be fairly prohibitory. The value of the rubber was to be based upon the cost of the *crude* found in it. Rubber at that time was worth 95 cents, and in some of the samples—the one of cotton texture—the duty followed the India-rubber schedule. And so the matter rested for several weeks, and in this shape was satisfactory to the domestic manufacturer.

Recently the United States Board of General Appraisers have taken up the question again and have virtually reversed the decision made at the time mentioned. Through the peculiar wording of the McKinley law it was found that it was not even necessary to increase the value of the rubber, a course deemed impracticable by experts in the manufacture of clothing. It was found that in paragraph 369 of the McKinley bill an allusion was made to "Waterproof cloth not otherwise provided for." In the clauses relating to silk, woolen, and cotton cloths the stipulation was that these component parts of the texture should be of chief value to carry the high rates, and little more was said.

The importer, alert and active, snatched victory on the heels of defeat. He discovered the fault, and on the next importation filed his protest. The domestic manufacturer was not called in this time, for the simple reason that it was the business of no particular one to do so. Paragraph 369, innocently referring to oil-cloth and several kindred articles, with waterproof cloth sandwiched in after some very bad punctuation in some of the popular tariff publications of that day, was taken up, and as the arguments, force of persuasion, and personal presence of contestants were unanimously one way, the importer carried the day. The General Board of Appraisers decided that a paragraph enumerating waterproof cloth had more force in determining the classification of mackintosh cloth than paragraphs which mentioned silk, woolen, and cotton fabrics combined with other substances not particularly specified. A dissenting opinion was made by one of the board, Captain T. S. Sharretts, who claimed that the goods should follow the wool- silk- and cotton-texture schedules, one reason being that the custom under the former tariff bills had been to place them in such. Any one conversant with the history of the tariff law of 1890 knows that such was the intent of the enactment.

The results of this decision can hardly be summed up at the moment. The importers have already entered goods under it. The reduction in duties made by it will be an eye-opener to the domestic manufacturer. The rate supposed to be in force was, as stated above, 50 cents per pound and 50 per cent. *ad valorem*. Under the present decision it is 15 cents per square yard and 30 per cent. *ad valorem*; and if the cloth costs less than 25 cents per square yard to invoice abroad, the rate is 40 per cent. *ad valorem*.

In the trade but little had been heard of the decision; in fact it was news to every one to whom a representative of THE INDIA RUBBER WORLD applied for an amplification of the information which had been gathered. One manufacturer said he could not see how he could go along; another said he would have to go to the Englishman for his cloths; and a third thought the American would have to travel on quality alone. The general opinion was that

great quantities of cheap goods would be thrown upon the market next spring from abroad. The consensus of opinion was that the English and American manufacturers were on a par; the cloths, as a rule already waterproofed, would come from abroad to be made up in this country. Even this—all that was left—was thought to be in danger by some, for what reason is not yet apparent. The recourse left to the manufacturer is an appeal to the courts, or a reopening of the case by a personal importation. The amount involved can be better calculated when it is known that one house alone on Leonard street, New York, annually sells $50,000 worth of cloths to rubber-men. It is not known how many people are employed in preparing mackintosh cloths, but the number is large. The capital necessary for a mackintosh factory has been comparatively small, and many concerns have started within the past two years. The interests jeopardized are large in many senses, and it goes without saying that a little vigilance exercised in keeping track of these movements on the part of the wicked importers in the future will not be amiss.

A leading importer who understands the English trade very thoroughly remarked the other day: "I cannot see why the domestic manufacturers should fear the late decisions in the clothing business. I think their movement to obtain an advance in the tariff was, in the first place, ill-advised. We had succumbed to the old tariff, and found that we could do nothing in a very large way. But they in getting the tariff increased stimulated the industry in this country, and what was the result? Then the factories in this country were to be counted on the fingers of both hands; now they number 150, and they have foreign names as a rule which leads me to believe they are chiefly foreigners of that class who are satisfied with little profits. The tariff now is fairly prohibitory. Fifteen cents per square yard, and 30 per cent. *ad valorem* means a total of 50 cents per square yard on the cheap grades, and if they had the competition out of the way here which they, in their greed, nurtured, they would be all right. There may be some very high grades that can be brought in, and a profit made, but the foreigner is yet handicapped. Garments can be made abroad pretty cheap. We got them made at 7d. per garment, but the domestic manufacturer has learned also to make them cheaply. For instance, I went into the market not long ago to buy 1500 rubber coats, and we got down to $1.43 cents per garment; I wanted them at $1.40 and the trade was declared off on that three cents. It shows, however, that when they can make a garment for that price they have gotten things pretty fine. The English manufacturer has not got things his own way yet, and so far as the tariff is concerned, even if it were ten times as heavy as it is, it would be 'a back number.' The profit that each and every man in this country is now willing to take is the true factor in the case, and nothing else."

The United States Rubber Co. Taking Shape.

THE United States Rubber Co., it is stated, have concluded all the steps in the routine suggested by the preliminary agreement among the various corporations to be absorbed, and will elect shortly a permanent board of directors to take the place, in part, of that composed of financial men which were understood from the first to be only temporary. The report of the Board of Appraisers, who have been busy for several months fixing a value to the various properties, has been filed and is understood to be satisfactory. Stock certificates are being printed from engraved plates, and when ready will be issued to the various companies forming the organization according to the value given to each property by the appraisers. It is not known yet who will be the permanent officers, or indeed what will be the general policy of the company, and until matters attain a more settled shape, no one has authority to speak. It is believed that no changes in the working staff of the several companies will take place for the present. Economies will doubtless be instituted as fast as they can be reached practically. The consolidation of the various offices in New York city has been discussed from the first, and this will gradually take place as the leases expire, or before, if releases can be obtained or the places utilized other ways. There has been some talk of a change in the methods of selling goods, and the manner of credits, but all these matters rest with the board of directors, and as they have not yet been elected, it is premature to prophesy with confidence what will be done. As a prominent rubber-man, who has been with the new company ever since it issued from dreamland, and before, puts it: "We are on a good, sound foundation, and have realized all our expectations; what we will do in the future rests with the gentlemen who will be placed at the head of the company, and no one can safely predict their action in the many details which will come before them.'

THE prevalence of cholera in Hamburg, in case it should put a check upon the shipping of that port, might affect considerably the crude-rubber markets of Europe. In the United States, however, our rubber industry is based so largely upon the gum produced on this continent and received directly from the sources of supply, that no serious result could follow even the complete closing of every German port. During the last fiscal year our imports of rubber from German ports amounted to only 1,105,392 pounds, worth $493,546.

THE *Rio News*, of Brazil, contributes the following item to the discussion of the recent adulteration of crude rubber: "Adulterated rubber is the latest discovery. Some of the American rubber-gatherers have discovered a process of mixing dry farinha (mandioca flour) with the milk of the rubber tree, after which it is smoked and dried by the usual process."

NEW GOODS AND SPECIALTIES.

THE trade-mark "Imperial," which the Tyer Rubber Co. have already used in connection with a fountain syringe, a water-bottle and a bulb syringe, is now added to a new atomizer which is No. 17 on their list. This atomizer, which is made of excellent stock and has a handsome finish, is designed as an article of moderate cost which shall contain all the good points of the most expensive atomizers.

TYRIAN "IMPERIAL" ATOMIZER—NO. 17.

It has a hard-rubber tube four inches long, so that it can be used as a throat atomizer if necessary. It throws an exceedingly fine spray and is often used in atomizing the lighter oils, as well as the various oleaginous compounds that cannot be used in an ordinary atomizer. Manufactured by the Tyer Rubber Co., Andover, Mass.

A New Double-Breasted Box-Coat.

AN article of wearing apparel that will prove timely and extremely fashionable is the new double-breasted box-coat which is here illustrated. This is made in grays and blacks and is a double-texture coat, cut full in the back, having all the fashionable points that characterize the best English cut. The seams are sewed, cemented and stripped, and are what is known as lap seams. After the making up, the coat is steam-vulcanized, and as the rubber compound is exceedingly rich, the very light coating of rubber suffices to water-proof it thoroughly without perceptibly increasing the weight of the garment. The coat is ornamented with rows of fancy stitching and has ivory buttons, with extra buttons on the sleeves. The collar is plain and a trifle wider than collars have been made, as that will be the Fall fashion. Considerable trouble has been experienced in collars for mackintosh coats, especially where anything is made double-breasted. This collar, as made now on the patent issued to the manufacturers, is claimed to be the only collar in the market that will lie flat when the coat is buttoned, and that makes a perfect fit about the neck. This will be recognized at once as an advantage, as the fit of the collar heretofore has been one thing that proved that the box-coat had been "mackintoshed." These coats are manufactured by the American Rubber Co., Boston, Mass.

FRONT VIEW.

SIDE VIEW.

Wood's Patent Storm Suit.

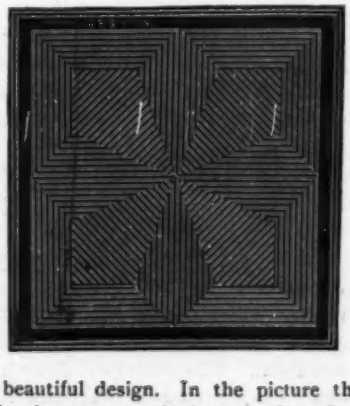
THIS suit consists of a long cape that comes below the waist, and buttons in front, and a dress-skirt of mackintosh cloth that covers the dress. The cape and skirt are separate garments and may be worn singly or together. The skirt is so made that it buttons down the front, and may be changed or trimmed so as to look exactly like a handsome dress. Suspended from the waist are two tapes that have four little wire and rubber clasps that attach easily to the bottom of the dress, and by a simple adjustment pull it up out of the mud or dampness. The folds thus gathered are at the lower part of the dress and do not give the enormously added appearance to the hips that other dress supporters produce. The complete storm suit consists of cap or hat, cape dress, and dress elevator. Manufactured by Charles T. Wood, No. 67 Chauncy street, Boston, Mass.

WOOD'S PATENT STORM SUIT.

POSITION OF DRESS WHEN ELEVATED.

A New Patent Design in Mats.

MANY beautiful effects may be secured on rubber surfaces through lines molded thereon. This fact has been taken advantage of in a variety of lines, notably in drills where embossing rolls have produced results that faithfully copied the art work of the best engravers, and in shoes and sundries where a "pebble" or a "print" was desired. In mats and stair-treads too there are a variety of styles that appeal to the taste. The illustration shows a new and beautiful design. In the picture the lines do not show with the sharpness, nor is there the fine effect in light and shade, that the original bears. Patented and manufactured by the New Jersey Car-Spring and Rubber Co., Jersey City, N. J.



A Rubber Aid to Swimmers.

LIFE-PRESERVERS have been described as appliances for rendering drowning easy. An invention for making swimming easy is one of the latest articles that should interest swimmers.

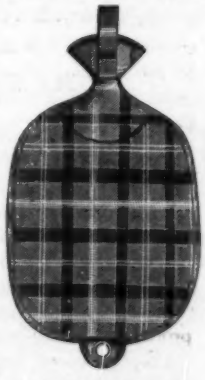
It consists of propellers made of flat pieces of wood hung on a hinge and attached to a canvas strip covered with rubber which goes about the ankles. These are so arranged that when the legs are drawn up towards the body the blades shut. When the propulsive kick is given the blades straighten out and help the swimmer forward. It is said they are excellent for treading water and for swimming and that one can easily keep afloat for a long time with the aid of the appliance. It is patented by Mr. W. Cowan, No. 48 Dundas street, Glasgow, Scotland.

The Household Hot-Water Bottle.

FEW persons outside of the druggists'-sundries business are aware of the large extent to which the hot-water bottle has come into use in this country. It is said that a conservative estimate would place the annual consumption of these goods at two thousand gross, with a constantly increasing market. To-day households all over the country, particularly through the North and West, are beginning to realize what a necessity a good water-bottle is. The first thought is that a water-bottle is used simply as a foot-warmer. It has advantages however in other directions; as a face-bag for neuralgia, and for applying either hot or cold water to any part of the body it has been found to be exceedingly effective and is more and more recognized as being of the greatest use in these directions. Of the goods sold to-day probably three times as many rubber bottles are called for as the cloth-covered or cloth-inserted bottle.

"HOUSEHOLD" WATER-BOTTLE.

The ordinary popular size is two quarts, but they range in size from one to six quarts, the four-quart being the largest standard size. In the two engravings accompanying this the rubber bottle is made of the best quality of white zinc rubber, and before being sent out is carefully tested against flaws or leakage. All the edges are cemented and covered with a strip of rubber stock that is used for a stay and is cemented and vulcanized in place. It has an exceedingly soft finish and is made as simply and practically as could possibly be done. The stopper has a heavy thread with a rubber disk at the end. This disk is screwed against a polished metal surface which makes it impossible for a particle of air or water to escape. The second illustration shows a cloth-covered bag which is perhaps a trifle stronger than the rubber bag, but it has not nearly the fine finish nor can it ever be so popular. It is not so pleasant to the touch and the edges that are stayed do not present the neat appearance that can be obtained in the all rubber bag. Manufactured by the Davol Rubber Co., Providence, R. I.



CLOTH-COVERED WATER-BOTTLE.

Potter's Spring Brake-Block.

A COMPANY has been organized lately in New South Wales to manufacture brake-shoes, for carriage and railway use, of compressed leather. They are still experimenting. The waste leather scrap is steeped in a solution, subjected to hydraulic pressure and molded into any shape desired. The leather shoe weighs only one-fifth of what the iron-shoe does, and it is said will wear three times as long. More than this it has a greater coefficient of friction, as forty pounds of air pressure are as efficient as seventy pounds with the iron shoe. It is possible that the company in further experimenting may discover that one of the best wearing compounds is scrap leather mixed with India-rubber in solution and then subjected to hydraulic pressure. This would then have still further durability and show a greater coefficient of friction. As a matter of fact our Australian cousins are going through with experiments that are far from new in this country. Leather scraps, compressed fiber,

POTTER'S SPRING BRAKE-BLOCK.

The following description of the cut is supplied by the inventor:

Figure 1.—Shows one complete Brake-Block with Stubb Shaft ready to weld to main shaft; two of these complete a set.

Figure 2.—Shows the shoe *D* removed from the block, and cover plate *C* cut away to show the coil spring *E* and its connection to the shaft *B*. *A*—Malleable iron shell; *B*—wrought iron stubb shaft; *C*—cover plate; *D*—shoe either grey iron or molded vulcanized rubber; *E*—coil spring; *F*—drain channel; *G*—regulating set screw.

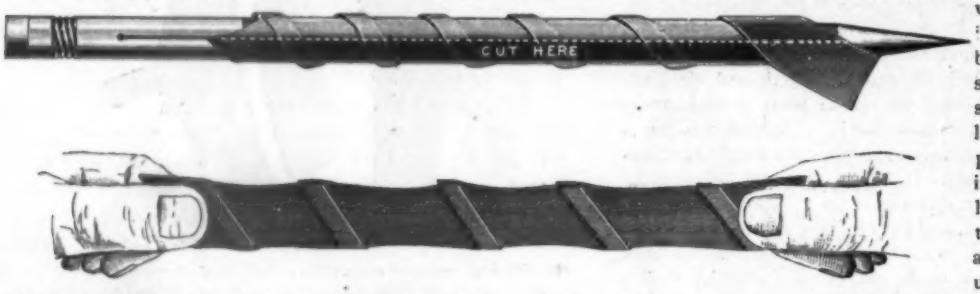
and various compounds have been tried and abandoned and rubber has been decided upon as being the more efficient. The same principle is involved in the production of a carriage or wagon brake that the railway-car presents. In the accompanying illustration is shown a brake that may be said to be a "winner." It is known as a spring-brake block, which term explains itself. It is fitted either with steel or rubber shoes, but the latter are preferable. It is very efficient, durable and cheap, and is applied to carriages, wagons, or trucks, either light or heavy. Manufactured by Morgan Potter, Fishkill-on-Hudson, N. Y.

Pneumatic-Pump Holder for Bicyclists.

AMONG the most convenient of the numerous devices which ingenuity has provided for the devotees of the "wheel" is an adjustable holder for the carrying of a pneumatic pump. It will fit a rod of any diameter and can be easily attached to any part of the bicycle. It is large enough to hold almost any pneumatic pump made. It is but a matter of a moment to remove the pump from the holder or replace it. The use of this device avoids many annoying delays and does away with the necessity of jamming the pump into a tool-bag. The holder is nickel plated and sells for 25 cents. It is manufactured by Cushman & Denison, No. 172 Ninth avenue, New York, who also make a pocket-oiler holder, very similar in design and sold at the same price. One of the advantages claimed for the use of this holder is that it makes the oiler so available that the machine is not apt to suffer from neglected oiling. There is no temptation to saturate the machine with oil before starting causing dirt anddust to collect.

The "Tenax" Splicing Compound.

As long as long as wires are insulated splicing tapes will be required. How large a business this involves at the present time few but those interested know with any degree of accuracy. At first—that is, when the business was young—it was thought that anything that was sticky would do for a splice, but experience has driven electricians from this position, and to-day they demand a good article. When they get the Tenax Splicing Compound that is what they secure. It is a pure rubber tape, always sticky, never dries up, and will make a joint that cannot be parted. It is a first-class insulator and of course makes a water- and air-tight joint. The cuts given show the tape first wound round a wire and then cut



off longitudinally. The Tenax is manufactured by C. S. Knowles, No. 7 Arch street, Boston, Mass.

The Colchester Spading Boot.

THE ordinary rubber boot, however well it may be made, and containing no matter how good a compound, is not adapted for spading. If one doubts this, just let him don a pair and rest the shank of his foot on the spade a few times while he drives it through a tough turf. In fact, regular boots are not built for this work, and laborers do not expect them to stand it. That a boot can be made to do it successfully is proved,

however, and the accompanying cut will illustrate its application. The sole is simply strongly reinforced and extended up to the heel. Then, wherever on the bottom of the boot the back of the spade may strike, it meets a thickness of rubber that prevents breaking and in no way lames the foot. For farmers, miners and railroad hands this boot is especially adapted, and is already having a large and increasing sale. It is manufactured by the Colchester Rubber Co., Colchester, Conn.

Fox's Rubber Spatula.

THE spatula is an article that is used in every drug-store, by most chemists and physicians, by color-men, and in a great variety of manufactures, particularly at the laboratory end. The engraving shows the invention of a gentleman who is well known in the druggists' sundries trade, Mr. Clarence W. Fox. It consists of a spatula having a highly-polished rubber blade through which runs a thin flexible steel shank. It will be seen at once that a spatula of this sort is something that all in the lines mentioned should possess. It can be used in oils, acids and alkalies, without hurt, is thoroughly antiseptic, and easily cleansed after using. There are in particular certain mixtures of a mercurial nature where steel cannot be used at all, and in their preparation this hard rubber spatula will be found to be of the greatest advantage. It is made in a variety of sizes, is fitted with a neat handle, and will at once be placed upon the market. Manufactured by Fox, Fultz & Webster, No. 18 Blackstone street, Boston.

Mr. Edison on Insulation.

EDISON recently delivered a lecture in which are the following points of interest to rubber- and insulated-wire men:

"Jute and paper, dry or saturated, are rapidly coming into use for subterranean wires sheathed in lead, while for long cables under water, India-rubber and Gutta-percha are invariably used."

"Most mineral oils have a very high insulation."

"Dry ice and dry sand are insulators to the extent that telegraph wires have been worked over them."

"All transparent solids are insulators but all opaque solids are not good conductors."

"Low insulation improves telegraph lines up to a certain point. A cable perfectly insulated works slower than a short wire poorly protected, but the longer the line the better the insulation must be."

Better than the Rubber Pavements.

A NEW material for paving is now being introduced in London. It is made of granulated cork and bitumen pressed into blocks. These blocks are afterward laid like bricks, or wood paving. It is said that in this there is a special advantage in that it is exceedingly elastic and when used for pavements gives a soft tread which is easy for the horses' feet, feels like a rubber carpet, and does away almost entirely with the noise which is such an unpleasant feature of the traffic of the streets of a great city.

THE NEW MECHANICAL GOODS COMBINATION.

RESPECTING the reported amalgamation of several of the mechanical rubber companies into one large corporation, the facts are thus given by one of the leading parties in interest: The New York Belting and Packing Co., the Cleveland Rubber Co. and the Chicago Rubber Co., have signed a preliminary agreement to arrange the plans of an organization that will embrace all three; and acting under this agreement have had several meetings, and have authorized the draft by attorneys of papers that will perfect the intentions of the parties concerned. The character of these papers is unknown outside of the companies in interest, they preferring to retain them in confidence until a full discussion can be had by the stockholders of the three companies. Of course no positive action can be taken until the consent in detail is obtained from the majority of the stockholders in each company, but it is quite well understood that a new corporation will be formed with a capital of $5,000,000, the charter of which is to be obtained under the laws of the State of New Jersey. The president is to be John H. Cheever, of the New York Belting and Packing Co., and the vice-president and general manager L. K. McClymonds, president of the Cleveland Rubber Co. As soon as the details of the organization are settled and an accomplished fact Mr. McClymonds will remove to New York and assume the duties of his proposed new office. The object of consolidation, as stated by the parties concerned, is to obtain a more economical operation of the different factories, a greater economy in buying, the consolidation of agencies, and the maintenance of a higher grade of quality in goods without an advance in prices, which would be necessary were one or all the three companies to attempt to do so single-handed.

It has been intimated that an understanding between the parties in interest and those of the United States Rubber Co. has been reached. Parties who should know, however, say that there is no connection between the two companies; again, people very well informed say emphatically there is. It may be stated at least, that a prominent banking house in Wall street is largely interested in both organizations, and it is believed in view of this fact that a large commercial company in New York will not be without influence in both concerns.

The active steps in the consolidation of the mechanical goods companies are expected to commence before the end of the present month.

* * *

THE following list of contemplated officers and directors of the New York and Western Belting and Packing Co. comes from another source: John H. Cheever, president; L. K. McClymonds, vice-president; William T. Baird, secretary; J. D. Cheever, August Belmont, Frank Casenove Jones, G. W. Blanchard, Charles R. Flint and Joseph S. Auerbach, directors.

Charles R. Flint, who is presumed to have taken an active part in the organization of the United States Rubber Co., upon being interviewed, would neither affirm nor deny a proposed connection between that corporation and the contemplated mechanical goods company. The inference is, however, that the two companies will be in complete accord, although they may be technically separate. Mr. Flint in the course of conversation somewhat amplified the information which had already been given to the public by stating that in addition to the three companies named, a Boston company had agreed to come into the new mechanical goods organization, and also another company or two, the location of which could not be given at present. He said:

"The capital of the new company is placed at $5,000,000, and it is to work under a New Jersey charter. It will own six factories, large, well-equipped and advantageously located in different parts of the United States. They are in such shape as to be most economically worked, and by this concentration of interests they can become more so, which will enable us to improve the quality of our goods, and at the same time not be compelled to advance prices. There is a great difference in the various sections of the country as to the practicabilities of these economies. In some sections, as in New England, they have a high class of skilled labor, and in boots and shoes it is economical to make nothing in the shoe factories but high grades, while in New Jersey where labor is not so well seasoned a low quality is more practicable to make. So in that industry we intend in the United States Rubber Co. to make in one mill arctics, in another boots, and so through the list croquets, tennis, sandals, and all, wherever they can be most advantageously produced.

"In mechanical goods the same policy can be pursued, and in addition some attention can be paid to locating production in juxtaposition with consumption and the peculiarities of the needs of the latter with respect to the different sections. As nearly as practicable the sub-division of labor will, however, be in the lines of one mill making hose, one belting, and so on wherever different branches of the industry can well be separated. Mr. McClymonds is well known in the rubber trade as a man of character and ability, and there is little doubt that the new company now about being launched will be one of large results."

Mr. FRANCIS GRAUERT, well known in the New York rubber trade, and who is now with Norton & Co., at Pará, is reported to be in excellent health. Mr. Grauert has lately made a trip to Manáos, which is popularly mentioned as being a thousand miles from Pará, but as this in Brazilian miles, the actual distance is about 1500 English miles.

THE New York Commercial Co. will soon move into spacious new quarters at the corner of Broad and Beaver streets, in a building now being erected.

Standard Sizes for Rubbers.

THE subject of standard measurements for rubbers was discussed at the seventh annual meeting of the Retail Shoe Dealers' National Association, held in Boston on August 17 and 18. The matter came up in the shape of a report by a committee appointed at the preceding meeting to consider the subject. James Murray, of Woonsocket, R. I., a member of the committee, stated:

"I was to report for all the rubber companies. I went to see the Woonsocket Rubber Co., and they conformed to the standard measurements."

Then followed a discussion of the standard size of rubbers, and the quality.

Many dealers testified that they could use the same sized rubber and shoe, and it would fit satisfactorily. Z. D. Taylor, of Newark, N. J., thought less trouble would be realized in the future than in the past, as the tendency was to make rubber much lighter in weight than heretofore.

Mr. Murray favored the discouragement of the use of a cheap rubber. F. M. Stutesman, of Peru, Ind., said it must be carried in stock, owing to competition, and that it did not prove that the best line of goods was not carried because the cheaper was carried also.

It was then moved that the manufacturers be recommended to substitute a dash and the figure 2, for the sign of ½.

In his comments upon the Boston meeting and the report mentioned above, the editor of the *Shoe and Leather Review* says in the issue of that paper of August 31:

"The report of the committee on standard measurements for rubber goods as rendered at the meeting of retail merchants in Boston was by no means complete or exhaustive. There was general complaint in this respect, although the evil—if it be considered an evil—was not treated by the retailers present in a really serious light. The statement that one rubber company may have a standard and another no standard at all, is not a correct statement of conditions as they exist. No standard on rubber, as on leather goods, can be maintained so long as wood is used for trees and lasts and the present system of vulcanization is resorted to. Wood under an intense heat of some 260° F. is susceptible to more or less shrinkage, no matter how well seasoned it may have been before entering the vulcanizing room.

"So long as wooden trees and lasts are used for rubber goods it will be utterly impossible to conform to an exactly uniform standard. Perhaps the variation may never be sufficient to affect the practicability of a single pair of boots and shoes made at the same time. Some manufacturers may be more fortunate than others in securing a lot of uniformly seasoned trees and lasts, where the variation will be slight for some time. But constant use of the lasts must eventually have an event upon sizes. We have a case in view. Not long since a firm of dealers ordered of one of the rubber companies a quantity of goods, a portion to be made in F widths, others in W widths. When the goods went into the store the dealers wrote to ask why it was that the F widths were as wide as the widths in W. The manufacturers understood the difficulty. The sequel was plain. The F sizes were made on new lasts just in, while the lot made and marked W were produced on old lasts which had done much service, and in consequence had shrunk to the width of the F lasts.

"Within the past few years a good deal of attention has been given to the matter of lasts and trees for rubber goods. Wood-pulp, iron and aluminum have been duly considered and trials have been made with each. There is no doubt but aluminum would be the most satisfactory substitute for wood, providing the price were brought down sufficiently to encourage the use of this material. As yet the cost of the aluminum last and tree works to its disadvantage. The expense of keeping a rubber boot and shoe factory stocked with wooden trees and lasts is one of the largest items in a great establishment. The lasts, exposed to continued extreme heat, will eventually chip and break, necessitating their discardment even before a call is made for new styles. Whoever solves this question of material for rubber lasts which will not shrink and prove practical in other ways, will be entitled to the credit of having established the foundation for standard measurements. Under the present system it is not possible for any rubber factory to establish a positive principle on which to base standard measurements."

Rubber Exports and Imports for July.

THE imports of India-rubber and Gutta-percha for July, compared with the same month one year ago, are thus stated by the Government reports:

	1892.	1891.
India-rubber, pounds	1,845,674	1,422,537
value	$1,272,303	$667,560
Gutta-percha, pounds	41,243	none
value	$13,314	none

From the beginning of the year, including July, the imports of both commodities aggregated 23,165,673 pounds, against 20,620,957 pounds for the same period of 1891.

The value of rubber shoes exported is stated at $18,257, against $9298 in July, 1891. No exports of rubber goods other than shoes are reported for July. Imports of rubber manufactures valued at $27,064 are reported.

AT a meeting on September 8 of the United States Rubber Co. the following directors were added to the list previously elected: C. I. Hood, of the Boston Rubber Co.; S. N. Williams, of the Lycoming Rubber Co.; J. B. Ford of the Meyer Rubber Co.; S. P. Colt of the National Rubber Co., and Charles R. Flint.

THE Hodgman Rubber Co. have gotten up a handsome and costly advertising device to hang up in the stores of those who sell their mackintoshes. The plate is oblong and of glass, with the letters formed of aluminum, on and in which are placed gilt and cut glass ornaments.

MR. GEORGE F. HODGMAN, President of the Hodgman Rubber Co., returned on September 10 by the steamer *Columbia* from Southampton, after a two months' vacation spent on the continent and in England.

TRADE AND PERSONAL NOTES.

THE Standard Co., manufacturers of rubber clothing at Brockton, Mass., report business very brisk, having all that they can attend to. They have found it necessary lately to put on extra hands. They have just finished putting in one of the Birmingham Iron Co.'s latest improved three-roll calenders, and are making an addition to one of their buildings two stories high, 50 by 75 feet high. Mr. B. F. Pennington, superintendent of the company, says that "in fact everything seems to be moving along nicely and the outlook is encouraging."

—Now South Africa is furnishing a market for rubber goods. A firm in London is mentioned as sending a complete equipment of modern fire-appliances, including hose, to Johannesberg, in the Transvaal.

—The Ætna Rubber Co., a newly-formed corporation, are mentioned as having selected a site upon which to erect "a large rubber factory" at Bayonne, N. J., on Linnet street, near Hobart avenue. It is further stated that the work of construction will be begun soon, and that it is intended to give employment to 400 hands.

—One of the largest rubber concerns in New England, according to the Salem (Mass.) *News*, is in negotiation with the proprietors of the Adamanta paint works at the Neck, for the purchase of the buildings and land of the company. Prospects for securing the plant are said to be excellent. Should the company locate in Salem it means employment to 1000 girls.

—After a vacation of over a month, the employés of the Lambertville, N. J., Rubber Manufacturing Co. returned to work during the first week in August, and the mills are now running with full force.

—Mr. H. B. Chamberlain, manager of the Atlas Chemical Co., Newtonville, Mass., paid a visit recently to the office of THE INDIA RUBBER WORLD. He reported that the product of his company had doubled this season and that they were not any farther ahead on orders than they had been with the smaller output.

—Respecting the reopening of a mill owned by the Woonsocket Rubber Co. which has been idle for some time, the Woonsocket (R. I.) *Call* says: "The opening of the old rubber works is looked forward to with eagerness, and the molded shoes will soon be turned out in vast quantities. Woonsocket's industries are all booming. There hasn't been any livelier time for years, and in fact this is one of the hustling cities where general business is always good."

—The American Rubber Co. are taking much pains to place their "Box" mackintoshes on the market. It is only the fellow on the inside who knows that the wearer has on anything else than a stylish, well-fitting ulster, and it is he who is aware that he is prepared for anything pluvial. There is a determination on the part of not a few to leave their ordinary overcoats "in hock" during the winter, and wear nothing but the "Box," which is well ventilated for the purpose of pleasing those who are bent on such economies.

—The average price of rubber boots in 1887 was $5.32½; in 1889 it was $1.76; in 1890 it was $1.53, and in 1892, $1.34. A Reade street man says the decline is a remarkable one. The high prices at the start were due to the tariff and the great increase in population; then the decline in silver increased the purchasing value of the gold dollar and prices were slowly chipped off, and then brains and shoddy formed a combination and the reduction began in good earnest.

—Circus advertisements this year make prominent the claim that the canvas tents are waterproof, so that no one need be debarred in rainy weather from attending the performances.

—The Pope Manufacturing Co., the extensive bicycle-manufacturers of Hartford, Conn., are reported by the newspapers to have bought a large interest in the Hartford Rubber Co.'s plant. The truth is that the Pope company have long had an interest in the works named, where the tires used on their bicycles were made. The fact of their ownership just now becomes public on account of the recent death of Mr. John W. Gray, the head of the rubber company.

—In the list of new incorporations in Illinois appears the Charles River Rubber Co., of Chicago, with $500,000 capital. The incorporators named are John L. Johnson, Henry P. Pebbles and Charles Lederer.

—The Mattson Rubber Co., New York, are doing a fine business in every line, and have been compelled to concentrate their efforts to their different specialties. The "Pearl" corset-shield is having a great "boom." Mrs. Frank Leslie has graciously given them an order significantly stating that her opinion of it can be gathered from the practical expression of her wishes. Miss Knapp, of the *Ladies' Home Journal*, expresses herself as pointedly. The sale through the numerous dry-goods stores is now very large. In the ordinary dress-shield line, business is excellent. In dental rubber the demand is large, and business all around is very satisfactory to the College-place men.

—The last issue of THE INDIA RUBBER WORLD, containing a mention of the increase in capital stock of the Calumet Rubber Co., of Chicago, had not reached our subscribers before that concern filed a voluntary deed of assignment to Edgar E. Stearns. The assets of the company were placed at $15,000 and the liabilities at $9000. They did business at Nos. 221–227 Madison street. W. T. Rawlings was president of the company.

—The annual election of officers of the Rubber Reclaiming Co. resulted: N. C. Mitchell, of Philadelphia, president; Royal M. Bassett, of Birmingham, Conn., vice-president; R. A. Loewenthal, of New York, treasurer, and C. Edward Murray, of Trenton, N. J., secretary. The directors are the gentlemen named and Dana Bartholomew and George O. Schneller.

—It is stated that the Passaic (N. J.) Rubber Works have given out a contract for the construction of an additional mill 60 by 200 feet, and three stories high. It will be used for the purpose of manufacturing pneumatic tires for bicycles.

—The Abendroth & Root Manufacturing Co., No. 28 Cliff street, New York, have sold a 300-horse-power Root's Improved Water-Tube Safety-Boiler to the New York Steam Co., at the foot of East One Hundred and Sixteenth street, New York.

—Owners of pleasure boats on ponds and public parks are making buffers for their wharves of lengths of fire-hose, spiked to the edge of the wharf. Of course they take damaged hose for this and it makes one of the cheapest and best buffers imaginable.

—It is stated that W. W. Stall, the Boston dealer, has gone into partnership with J. F. Pray, an experienced sulky-builder, for the purpose of manufacturing bicycle-sulkies. They will be associated under the name of the Pray Pneumatic Sulky Co. The wheels will be made entirely of steel, with gun-metal hubs fitted with ball bearings.

—A. D. Chandler, formerly with the Boston Rubber Co., has accepted a position in the office of the American Rubber Co.

—A rubber manufacturer who recently advertised in the "Free Want Department" of THE INDIA RUBBER WORLD for a calender man, received fifty replies.

—Parker R. Bradley, of Boston, has erected a large plant a few miles out of the city for the manufacture of a substitute for rubber.

—In the window of the Candee Rubber Co.'s office in Boston is a curiously-ornamented rubber shoe made of pure gum, unvulcanized, that dates back to 1848.

—Philadelphia is spoken of as the ideal place for a rubber factory.

—In the croquet tournament recently held in Norwich, Conn., solid rubber balls 3¼ inches in diameter were used. The grounds were also bordered with strips of rubber.

—The Vestibule trains on the Canadian Pacific Railway have been fitted up recently with perforated mats made by the Canadian Rubber Co.

—According to a report on the trade of a St. Louis shoe firm, "one significant feature of the rubber branch of their business is the unusual quantities being ordered by Texas customers, whose rubber orders heretofore have been comparatively light."

—Judge Putnam of the United States Circuit Court, at Boston, sent down a decision on August 29, in the case of H. T. Marshall vs. Fred Packard et al., in which he holds that the plaintiff's patent on rubber soles for tennis-shoes is of no value because granted for a trivial improvement in the sole. The plaintiff contended that because the sole made by him had projections conoidical in shape and arranged in a certain regular order, they might be protected by a patent, but the court denies this.

—One of the newspapers asks: "Now that rubber tires seem to work so well, why not try India-rubber shoes on some of the country's speedy nags?"

—The Alice rubber mill, of the Woonsocket Rubber Co., started up August 29 on full time.

—Among late receipts of chicle in New York was a cargo by the steamer *Yucatan* from Tuxpan, Mexico, embracing 1780 pounds each for J. W. Childs & Co., and H. W. Peabody & Co., and 3740 pounds for L. Morijo, Jr., & Co. It came in bales averaging about 168 pounds.

—The Woonsocket Rubber Co. have received a very large order from India, for rubber shoes of the peculiar pattern of that country.

—It is mentioned that nearly all the air-tire and bicycle factories are now fitting tires to pneumatic sulkies, among them the Pope, Warwick, Keating, Buffalo, and Gormully & Jeffrey companies.

—The Standard Thermometer Co., at Peabody Mass., have reaumed operations after a shut-down of a fortnight.

—Nearly a thousand persons attended the rubber-workers' picnic at Akron, Ohio, on August 6. A local newspaper says: "This picnic was the most successful of the whole series given by the Rubber works during the past few years, and owes its prosperity to the fact of the employés of the hard- and soft-rubber departments banishing all petty jealousies and strife which have heretofore characterized their festivities and uniting with each other upon the ground of friendship and good feeling." The same newspaper gives a list of games indulged in by the picnickers, and of the prize-winners, and mentions favorably the Goodrich Rubber Band, a musical organization maintained among the mill-operatives. A considerable profit was derived from the occasion.

—The American Rubber Co. are booking very large clothing orders, and predict a busy Fall season in trade.

—An interesting decision has recently been handed down by a Judge in the State courts of New York concerning the trademark of the Peerless Rubber Manufacturing Co., on the "Rainbow" packing. It seems they sued Francis Reddaway and J. Macwatty for infringement. The Judge in his decision said that any word or compound-word containing "rain" or "rein," or a diamond on the back of sheet packing, was an infringement.

—The Elastic Tip Co., of Boston, have issued a target to go with their toy pistols which is an exceedingly pretty bit of advertising. The target is surrounded by flags of all nations in colors, and at the top are the various flags which are used in weather-signalling.

—A Mr. Peck of Chelsea, Mass., is the father of a curious business. He gathers rubber-clothing scraps from the various manufactories, soaks the cloth in naphtha and employs a small army of girls to separate the cloth from the rubber, after which he sells the rubber back to the manufacturers.

—Several rubber concerns are complaining because the light engines that they employ in running their calenders while spreading cloth do not give a steady motion and produce waves in the cloth.

—The plant of the Cleveland Rubber Co., at Cleveland, Ohio, is equipped with the Clapp Automatic Sprinklers, and the buildings have an inside and outside stand-pipe system connected with pumps, making a complete fire department in itself.

—Superintendent Comstock, of the American Rubber Co., has kept close to the factory all summer, as all departments have been busy and he did not feel that he could go away.

—The Hartford Rubber Works, of Hartford, Conn., have lately built an addition to their mill and added a hundred horse-power engine.

—D. M. Baldwin, of Hartford, Conn., successor to John W. Gray, lately secured an order for 5000 feet of fire-hose from the city of Hartford.

—The Daniels Hardware Co., of Manchester, N. H., write a letter highly recommending paint brushes that are set in hard rubber. These goods are manufactured by the Rubber and Celluloid Harness Trimming Co., of Newark, N. J.

—It is said that the Goodyear India-Rubber Glove Co., at Naugatuck, Conn., are successfully running seven of the Patent Automatic Mixers in their grinding-rooms.

—The Canadian Rubber Co., in Montreal, are using a pair of heavy cast gears and are delighted with them. They were made in England and according to the report of the superintendent, are much more satisfactory than the best American cut gears.

—The Montjou prize given by the Institute of France, the highest honor known for mechanical improvement, is held by the Corliss Steam Engine Co., of Providence, R. I., having been granted to Mr. George L. Corliss.

—Samuel Kidder, of No. 60 Federal street, Boston, inventor of the well known "Grapha" rubber-belt dressing, is now very successful in marketing a metal polish known as "Starine."

—R. E. Hotchkiss has resigned the position of superintendent of the Boston Rubber Co., at Chelsea, Mass., after eleven years service.

—F. D. Hamilton "covers" New York State and a number of the Middle States for the Boston Woven Hose and Rubber Co.

—Manager A. Randolph, of the Stoughton Rubber Co., is back from Europe, much refreshed by his trip and well satisfied that America leads the world in the manufacture of mackintoshes and rubber clothing.

—The need of more space, better light, and more modern conveniences has impelled the Gutta-Percha and Rubber Manfacturing Co., of Toronto, limited, to remove from the premises on Yonge street to Nos. 59 and 61 Front street west. The company have recently shipped a car-load of fire-hose and fire apparatus to Vancouver, B. C. In the shipment were 2500 feet of "Maltese Cross" carbolized hose, a double 80-gallon "Duplex" chemical engine, and a large hose-reel. They also recently shipped on one order for the Canadian Pacific Railway Co.'s elevators at Fort William seven elevator belts, one of which weighed 4372 pounds, the aggregate weight totalling over 20,000 pounds. This is the largest belting order ever awarded in the Dominion.

—The Bridgeport Brass Co., of Bridgeport, Conn., are putting extensive additions on their insulated-wire department.

—It has been a matter of surprise to some that the National India Rubber Co. have, so soon after starting, produced a first-class insulated wire. When it is understood, however, that the company have had twenty-five years experience in India-rubber manufacture in all its branches, it is not remarkable that they know exactly how to begin work in this new field. In addition to this, more than eighteen years ago they applied rubber covering to wire for their own use, and their experiments were so successful that some wires are in use to-day, the insulation being perfect.

—L. E. Niles, Treasurer of the Monarch Rubber Co., of Brockton, Mass., took his first road trip for the company lately and as a result they are crowded with orders.

—G. Gilbert, who purchased the Acme Rubber works at No. 45 Centre street, New York, has decided to shut them down indefinitely.

—The Cable Rubber Co., of Boston, are very busy and are making extensive preparations for a large Fall trade in mackintoshes and fine clothing.

—J. Macwatty, of the Francis Reddaway Co., of New York, has accepted a position with the Commonwealth Rubber Co., of No. 54 Vesey street, New York, and will handle city trade.

—The Francis Reddaway Co. will give up their store on New street, New York, and remove their office to the factory at Paterson, N. J. They expect to devote less attention to mechanical rubber goods and more to the manufacture and sale of their camel's hair belting.

—Sixty miles of cable were recently shipped to Chili by the Seymour people. It is to be used for telephone purposes, and is constructed so as to overcome induction. The cable consisted of four wires arranged in pairs, each pair being wound spirally its length, a peculiar way of breaking the jumping of the signals from one wire to another when in proximity although insulated.

—Among the recent incorporations in Boston is that of the Appleton Shoe Co., with a capital stock of $25,000 to make men's boots, shoes and rubbers.

—The Dunlop Pneumatic Tire Co. have seized all the Seddon, Michelin and Rochet tires in France. This is a radical measure to determine at once the rights of the prosecuting company, and has had such an effect as to cause some French firms to agree to pay royalty. It is estimated that a similar movement may be instituted in America at once.

—The nurses on Swinburne's Island, at Lower Quarantine, New York, handle cholera patients, dead or alive, in rubber suits. Such a suit consists of a pair of overalls reaching to the chin, and a short coat, which combination guards against the excreta coming in contact with that part of the person of the nurse or attendant not convenient to subject to frequent ablutions.

—The Canfield Rubber Co. report the largest business this season that they ever did. The company now ship their dress-shields to every part of the world practicable, the only nation of note omitted being China, with the merchants of which negotiations are now in progress. The principal foreign trade comes, however, from Great Britain. The factory has run full time every working day this season, utilizing holidays for necessary shut-downs for repairs.

—Hudson Dickerman, formerly with the Commonwealth Rubber Co., has gone West to live, accepting a position with a western button house.

—The Standard Co., of Brockton, Mass., have offices at No. 67 Chauncy street, Boston, where Manager Pennington may be found on Tuesdays and Fridays.

—The daily newspapers have been publishing an item something like this: "The Goodyear Rubber Co., through Chester J. Pike, have purchased some 500,000 square feet of land in West Willington, Mass., on Riverside avenue, opposite Park street. The property has a large frontage on Riverside avenue and runs back to the Mystic river. This land was formerly the Magoun shipyard grounds. Mr. Pike has contracted for a building to be erected on these grounds, 160 by 60 feet in size, of brick, three stories high, with a tower four stories in height. It will be of mill-construction and practically fire-proof. Work has already begun." This report quoted is wholly incorrect so far as the Goodyear people being interested in the concern, and it is further to be noted that nothing in the nature of rubber will be manufactured at this new plant.

—Webb & Watson, of East Boston, are manufacturing and selling a machine for making Tuck's packing, which is a great saving to the rubber-manufacturer.

—Away up in Nova Scotia, almost at the jumping-off place, in a little country store, a representative of THE INDIA RUBBER WORLD recently saw, occupying a place of prominence, one of the signs of the Colchester Rubber Co., representing a farmer examining with pleasure and appreciation a Colchester boot.

—The Home Rubber Co., of Trenton, N. J., are having a big drive on rubber belts, on which they are making an enviable reputation.

—The Boston Rubber Co. are exceedingly busy on clothing and shoes; in fact all departments of their mills are running to their fullest capacity.

—The International Okonite Co. were among the first to install an electric-welding plant to be used on wire, in their Passaic (N. J.) mill. The original plant consisted of one generator and two small welders, one for copper and one for iron. The plant was so successful that soon after its introduction the company abolished the old method of hand splicing.

—Waddell, Slitz & Co. have erected a mill in Bridgeport Conn., for manufacturing fine grades of insulated wire.

—In Pawtucket, R. I., is a Scotchman, Donald Cattanach, who is the prime mover in a concern called the Chattan Manufacturing Co. He has been experimenting on artificial rubber for a great many years and has achieved some very interesting results.

—Charles T. Wood, whose office is at No. 67 Chauncy street, Boston, has taken the New England agency for the Cleveland Rubber Co., handling their clothing and druggists' sundries.

—The Boston Belting Co. are sending to their customers a beautiful paper-weight made of glass as clear as crystal, with a white background on which is photographed the name of the company with an effective grouping of mechanical goods.

—The Standard Paint Co., of New York, have a large branch in San Francisco which are selling the "P. and B." compounds very sucessfully.

—The original rubber store in Boston is situated on School street and is now in the hands of the Conants. It was here that the Roxbury Rubber Co. were located before Goodyear first began his experiments on vulcanization.

—A six-spindle flyer winder is a new machine for insulating wire, manufactured by the New England Butt Co., Providence, R. I. It is now in use in a number of the large insulated-wire plants and is given excellent satisfaction.

—O. J. Morris, a hydraulic mechanical engineer of Alabama, sends a letter to Mr. Randolph Brandt, the Selden packing manufacturer, in which he describes the trouble he had in packing heavy hydraulic cotton-presses, under an air pressure of from 3000 to 4000 pounds to the square inch. He finally purchased some of the Selden packing and ran the entire season without taking off the glands.

—The Corliss Steam Engine Co., of Providence, R. I., are assessed for taxation in that city for $313,500. Some of the woolen mills in that locality which furnished cloth to the rubber-clothing men are taxed on large amounts, viz.: The Providence Worsted Mills, $418,940, and the Riverside Worsted Mills, $442,370.

—The pneumatic tire does not seem to take well in hot countries, owing to the melting of the cement. Few such tires will last over six months, and many are useless in much less time.

—A bicycle factory is about to be established in Birmingham, Ala. The one at Hagerstown, Md., owned by the Surbridge Manufacturing Co., to employ 200 hands, will soon be in operation. Another at Houston, Texas, owned by H. D. Spore & Co., has ordered a complete set of bicycle machinery. The demand for tires from these concerns, as well as others in the South, is perhaps worthy of the attention of rubber men. Mechanical-goods men also may be interested in the dredging operations at Apalachicola and Kissimmee City, Fla., and Cumberland Sound, Ga. Hose in large quantities is known to be wanted at the places named in Florida.

—The Standard Paint Co., of New York, will furnish the insulating paper and paint for the cold-storage plant erected by the Hercules Iron Works on the World's Fair Grounds. Three car-loads of their three ply P. & B. Giant waterproof insulating paper have been ordered for the large building just erected by Armour & Co., at Kansas City.

—The following letter was received by C. J. Bailey & Co., of Boston, from Rotterdam: "GENTLEMEN: Please send us catalogues and bottom prices for the Continent of your shoes, 'Bailey's Perfection,' which are mentioned in THE INDIA RUBBER WORLD, June edition. We are importers of American India-rubber shoes, of which we place large quantities. Yours truly, VEDDERS & Co."

INDIVIDUAL MENTION.

MR. COURTENAY DE KALB, who contributed a series of articles on Brazilian rubber to this journal some time ago, sailed on August 27, with his wife, for Nicaragua, where he will make an investigation of the native rubber supplies and the methods of gathering and marketing the product.

—Mr. Francis Reddaway, one of the largest manufacturers of India-rubber goods in England, spent a part of the summer at Manhattan Beach, New York.

—Mr. Ratcliffe Hicks, president of the Canfield Rubber Co., appears in the list of subscribers to the Democratic campaign fund which the New York *World* is raising for use in the West.

—Mr. F. H. Robinson, of DeLong, Betts & Co., New York, spent his vacation in the Adirondacks.

—J. Fred Doty, of the Atlas Rubber Co., spent two weeks during the past month at Narragansett Pier.

—Mr. Chester J. Pike, sales-agent for the Wales-Goodyear Rubber Co., is off duck-shooting at Castle Harmony, Maine. He is one of a party of twelve sportsmen from Boston who yearly go to that resort in a private car, and generally have the best of luck.

—Messrs. Fred Hall Jones and Frank T. Carleton, of the Tyer Rubber Co., took a canoe trip down the Connecticut river, and spent their vacation at East Haddam.

—Treasurer Folger, of the Lockwood Manufacturing Co., of East Boston, is off on a vacation. He is an enthusiastic yachtsman.

—Mrs. S. A. Day, widow of the late Austin G. Day, died on July 26 in London, where she had gone on a short visit. She was the sole legatee of Mr. Day, and the factory at Seymour, Conn., had been operated in her interest since his death. She was fifty-one years old at the time of her death, a woman of ability, both in a social and business sense, and resided in New York city. The business will be carried on in the interest of the heirs, Mr. and Mrs. Day leaving no children however. W. R. Brixey who has been for a long time connected with the factory, as superintendent and at present general manager, will remain in charge.

—Mr. Gustav Amsinck, the well-known rubber importer, is one of the projectors of the Vaudeville Club, organized in New York to give light-opera entertainments, as well as for other social purposes. Among others in the list of charter members is Mr. J. M. Ceballos, another well-known importer of rubber from Mexican and Central American ports.

—Mr. Edwin Elberson, of the Setauket Rubber Co., is still sojourning at Spring Lake, and he will probably excuse himself for remaining there several weeks longer by pointing to the cholera news.

TRADE PUBLICATIONS.

THE Millard Manufacturing Co., of Providence, R. I., manufacturers of the Millard atomizers and syringes, and also other hard-rubber atomizers and syringes, send out a neatly gotten-up price-list, containing illustrations of each of the numerous articles manufactured by that house. Some of these articles have been described in this paper at different times. The price-list is convenient in form, and it doubtless will interest dealers generally to have a copy of it.

—The Peerless Rubber Manufacturing Co., No. 15 Warren street, New York, have issued a handsomely-prepared pamphlet on India-rubber and how it is manufactured, with illustrations giving views of the grinding-room, milling-room, making-up room, hose-room, molding-room, etc., of the company named. There are also views of the exterior of the mills, and a portrait of Edward J. Perry, president of the company. While the article contained in this little book is written in a general style, it relates particularly to the methods of preparing the goods manufactured by the Peerless company.

—The Meyer Rubber Co., of New York, whose works are in New Brunswick, N. J., in presenting their illustrated catalogue for 1892–93, do so in a form which they regard as most convenient for daily use. It is upon the same plan as their previous catalogues, the engravings being actual reproductions of their goods. Some fifty different illustrations are given, with brief descriptions of the articles, after which a complete price-list, with discounts is given for the boots and shoes manufactured by this company.

—A. U. Betts & Co., of Toledo, Ohio, send out price-list No. 3 of the rubber specialties manufactured by them, including "Red Cross cement," pure rubber patching, the "Red Cross Repair Outfit," described in this journal last month, and the rubber tourists' drinking-cup.

REVIEW OF THE RUBBER MARKET.

DURING the past month the sales of rubber have been above the average, manufacturers buying freely, but carefully avoiding the encouragement of an advance. The arrivals in August were 300 tons less than was expected some time ago, but this apparently had no effect upon prices. One large house expressed the opinion that the manufacturers are using the utmost wisdom in supplying themselves, and that their tactics in waiting for the market to come to them has saved them much money. Spot rubber is firmly held in all grades. The position of the United States Rubber Co. in the transition from the chrysalis to the butterfly state is one that checks loading up with large stocks by their several factories, but now that the organization is rapidly approaching a condition where it can be worked as a whole, it may be a large factor in the market hereafter.

Centrals are in light supply, and although stocks have increased somewhat from the very low figures of last month, they are not by any means large. Africans are scarce and in good demand, with a report that some attempt had been made to bear the market by offering some lots down. It is claimed that Africans coming from the West Coast are below the cost of production, and that the natives are turning their attention to other products, rubber not bringing its equivalent as a barter for savage necessities. On the other hand it is said that Flake is selling at 25 cents now, and that is from five to ten cents higher than it has been in the past.

The "bears" still claim a concealment of stocks of all sorts, and point to the course of the market during the past six weeks as one going against an apparently strong statistical position to prove a realization of their previously expressed views. The "bulls" account for the low prices by reason of careful buying, the undeveloped position of the United States Rubber Co., the cholera scare, and a fear that the ease in the money markets is about to give way to stringency.

* * *

The statistical position of Pará rubber in New York is thus reported for August, 1892, as compared with the same month in preceding years:

Statistics of Pard Rubber.

Stock of Pará here	July 31, 1892,	about	1,000,000	pounds.
Receipts	August	"	925,000	pounds.
Deliveries	August	"	710,000	pounds.
Stock	August 31, 1892.	"	1,315,000	pounds.
Stock	August 31, 1891.	"	1,780,000	pounds.
Stock	August 31, 1890.	"	450,000	pounds.

Prices for August.

	1892.		1891.		1890.	
	Fine.	Coarse.	Fine.	Coarse.	Fine.	Coarse.
First.	65	43	79	51	91	66½
Highest...	65	43	79	51	96	68
Lowest....	63	41	61	40	90	65½
Last.....	63	42	62	41	96	68

The visible supply of Pará rubber on September 1, 1892, compared with one month ago and one year ago, was as follows, amounts being stated in tons:

	Sept. 1, 1891.	Sept. 1, 1892.	Aug. 1, 1892.
United States.....	742	598	504
Liverpool	1280	580	650
Pará.....	710	430	495
Afloat.....	744	480	265
Total.....	3,476	2,079	1,914

One year ago stocks fell off rapidly at every point by reason of the market passing from an intensely speculative position into a normal state. During the past month there has been a slight increase in stocks. Deliveries during August were: United States, 310 tons, against 849 tons for the same time last year; Europe, 285 tons against 875 tons in 1891.

The latest New York quotations are:

Pará, fine, new.....	65-67	Sierra Leone.....	24-40
Pará, fine, old.....	71-73	Benguela.....	45-46
Pará, coarse, new.....	43-48	Congo Ball.....	36-42
Pará, coarse, old	48-51	Small Ball.....	33-36
Caucho (Peruvian) strip	44-45	Flake, Lump and Ord.....	25-26
Caucho (Peruvian) ball	50-51	Mozambique, red ball.....	
Mangabeira, sheet.....	36-40	Mozambique, white ball.. ..	
Esmeralda, sausage.....	50-51	Madagascar, pinky.....	56-58
Guayaquil, strip.....	40-42	Madagascar, black	40-42
Nicaragua, scrap.....	47-48	Borneo.....	28-43
Nicaragua, sheet.....	45-46	Gutta-percha, fine grade....	175
Guatemala, sheet.....	38-43	Gutta-percha, medium.....	115
Thimbles.....	37-38	Gutta-percha, hard white. .	115
Tongues.....	35-40	Gutta-percha, lower sorts..	nominal

In regard to the financial situation Messrs. Simpson & Beers, brokers in crude India-rubber and commercial paper, New York, advise us as follows:

"In the first half of August, a fair business was done in rubber paper, mostly at 5¼ and 5½, and occasionally 6 per cent. The latter part of the month rates for 4 to 6 months' paper advanced to sharp 6 per cent. and but few of our banks were buyers even at this. Just as some grain and cotton bills were making, the cholera scare set in, thus greatly restricting exchange and causing further shipments of gold to the extent of $2,600,000. Out-of-town banks bought most of the rubber paper during August, but rubber manufacturers were only moderate borrowers."

* * *

IN a general way a large volume of goods is being distributed throughout the country in almost every line of business. This distribution goes on, it would seem, in spite of the most discouraging factors. Last month it was the Homestead strike, and several other now-forgotten "dreadfuls,"—this month it is the cholera. The head lines in the daily press would suggest that a boom in medical colleges would be the proper thing, but business is going along in great shape, and the future looks bright. A Presidential campaign is also in progress, but outside of the two candidates and a few others, perhaps, it would appear that little thought is given to that subject.

The rubber goods business offers no exception to the general rule. There are some complaints as to the cheapness of goods, but every one now recognizes the fact that a large business has to be transacted to insure a desirable amount of profits.

There has been an excellent trade in boots and shoes and every one is busy. Details are being made most freely, and all the factories are busy. Some heavy shipments have been made West, and amid a plentiful call for goods, that from New York State seems to be most noticeable. Heavy goods are selected in urgent orders. It will be remembered that last year the supply of arctics and lumbermen's boots failed to meet the demand, so now stocks are light, and all seem to wish to avoid the former experience. It remains to be seen whether the manufacturers can increase their output sufficiently in this direction.

On the ocean are the *Vigilancia*, now over due (September 12) with 86 tons and a steamer for Europe with 400 tons Pará and 22 tons Caucho. At the time the *Vigilancia* sailed there were remaining at Pará only 450 tons, all of which was in second hands, and a part of which the *Cyril* will take.

A late cable from Pará quotes Pará at 4450 reis for Islands and 2250 for Coarse, with Exchange at 11¼d.

A late cable from London quotes Pará 2s. 9d.

The imports of crude rubber at New York, from South America and Central America, in detail for the past month, have been as follows:

PARA GRADES.

August 15.—Steamer *Finance*, from Pará:

	Fine.	Medium.	Coarse.	Caucho.	Total.
New York Commercial Co..	242,900	23,100	70,500	1,000	337,500
W. R. Grace & Co.	76,700	7,100	11,100	.....	94 900
Reimers & Meyer	30,300	27,600	.....	.....	57,900
Joseph Banigan *	.....	.....	37,800	.....	37,800
Boston Rubber Shoe Co*	18,200	1,400	6,000	20,400	46,000
Charles Ahrenfeldt & Son	.....	.....	7,200	32,700	39,900
Otto G. Mayer & Co.	2,200	.....	.....	.....	2,200
Total	370 300	59,200	132,600	54,100	616,200

August 20.—Steamer *Justin*, from Pará:

New York Commercial Co..	98,200	17,100	36,800	.....	152,100
Lawrence, Johnson & Co	28,200	400	1,500	.....	30,100
Joseph Banigan	.....	.....	21,000	.....	21,000
G. Amsinck & Co.	7,800	700	1,700	.....	10,200
Shipton Green	300	.....	3,600	.....	3 900
Total	134,500	18,200	64,600	.....	217.300

August 25.—Steamer *Ambrose*, from Pará:

Reimers & Meyer	16,000	1,800	9,700	.....	27,500
Lawrence, Johnson & Co	14,800	2,900	6,200	800	24,700
Otto G. Meyer & Co	.....	.....	5,000	19,100	24,100
G. Amsinck & Co.	1,800	400	4,500	12,500	19,200
New York Commercial Co..	8,900	1,100	4,800	.....	14,800
Hagemeyer & Brunn	5,700	1,400	1,100	.....	8.200
W. R. Grace & Co.	4,600	300	1,800	.....	6,700
Total	51,800	7,900	33 100	32,400	125,200

September 7.—Steamer *Lisbonense*, from Pará:

New York Commercial Co..	86,000	6,100	20.300	.....	112,400
Boston Rubber Shoe Co	44,500	15,400	33,000	500	93,400
Lawrence, Johnson & Co	46,500	2,400	21,000	4,500	74.400
Shipton Green	17,500	1,300	9,600	.....	28,400
W. R. Grace & Co.	15,700	2,500	8,400	.....	26,600
Reimers & Meyer	21,400	700	1,700	.....	28,300
Total	231,600	28.400	94,000	5,000	363,500

OTHER THAN PARA.

August 9.—Steamer *Colombia*, from Colon:

	Pounds.	Totals.
A. N. Rotholz, 1 case Centrals (Colon)	150	
[From various western ports of South America.]		
W. R. Grace & Co., 102 bales Central Strip	20,400	
Herzel, Feltman & Co., 27 bales Central Strip	5.400	
J. M. Ceballos & Co., 55 bales Central Strip	11,000	
To order, 59 bales Central Strip	7,800	=44.750

August 12.—Steamer *City of Pará*, from Colon:

A. N. Rotholz & Co., 1 case, 2 bales	372	
Gustav Amsinck & Co., 170 bales (Panama)	15,400	
[Ex steamer *Barracouta*, Central American ports.]		
Jacob Bals, 17 bales	2,565	
Munoz & Esprella, 12 bales	4.553	
J. Aparicio & Co., 11 bales	1,716	
S. Samper & Co., 2 bales	221	
Hoadley & Co., 1 case, 14 bales	2,086	
A. P. Strout, 4 bales	496	
Pardo Velasco, 3 packages	402	
Ellington Brothers, 41 bales	4,345	
[Ex steamer *Quito*, South American Pacific ports.]		
T. G. Pierra & Co., 28 bales	2.917	
W. R. Grace & Co., 52 bales	7,291	
Herzel, Feltman & Co., 4 bales	482	
Andreas & Co., 59 bales	6,490	
Gustav Amsinck & Co., 38 bales	3,890	
Munoz & Esprella, 48 bales	7.100	
Asencio & Cossitt, 14 bales	1,450	
Hoadley & Co., 6 bales	800	
J. Kubre & Co., 6 packages, 3 barrels	908	
To order, 6 bales	488	
[Ex steamer *Cachapool*, South American Pacific ports.]		
J. M. Ceballos & Co., 30 bales	3,000	
[Ex-steamer *Essequibo*, Greytown.]		
A. P. Strout, 12 bales	1,580	=68,552

August 15.—Steamer *Finance*, from Pernambuco and Pará:

Brown Brothers & Co., 7 bags, 6 bales, 11 casks, (Pernambuco)	3,800	
[Ex *City of Alexandria*, from Mexican ports.]		
Seeger, Guernsey & Co., 1 case	200	
P. Harmony, Nephews & Co., 1 bale	100	
Dodge & Olcott, 1 bale	100	
E. Zarans & Co., 1 bale	100	
Marquand & Co., 3 bales (Habau)	300	= 4,600
[See other cargo under heading "Pará Grades."]		

August 23.—Steamer *Athos*, from Carthagena:

W. R. Grace & Co., 50 bales	8,000	
Kugelmann & Co., 9 bales	1,400	
C. Boldan & Van Sickle, 10 bales	1,500	
Pim, Forwood & Co., 61 bales	9,000	
Hoadley & Co., 3 bales	4,000	
S. Samper & Co., 9 bales	1,400	
A. N. Rotholz & Co., 2 bales	300	=25,600

August 28.—Steamer *Newport*, from Colon:

Hoadley & Co., 34 bales (Panama)	3,560	
Piza, Nephews & Co., 4 bales (Panama)	530	
G. Amsinck & Co., 57 bales (Panama)	5.565	
[Ex steamer *Costa Rica*, Central American ports.]		
H. Feltman & Co., 15 bales	2,275	
J. Aparicio & Co., 1 case, 8 bales, 3 packages	,941	
Pamares & Co., 8 bales	1 320	
Hoadley & Co., 5 bales	800	
A. P. Stout, 5 bales	750	
[Ex steamer *Colima*, Mexican ports.]		
Frederick Probst & Co., 1 bale	232	
W. Loaiza & Co., 2 bales	450	
Munoz & Esprella, 22 bales	3,520	
J. Aparicio & Co., 3 bales (Central America)	920	
[Ex steamer *Serena*, South American Pacific ports.]		
J. M. Ceballos & Co., 35 bales	3,500	
To Order, 25 bales	2,500	
[Ex steamer *Maipo*, South American Pacific ports.]		
J. M. Ceballos & Co., 46 bales	4,600	
H. Feltman & Co., 16 bales	1,600	
To Order, 50 bales	5,000	
[Ex steamer *Quito*, South American Pacific ports.]		
W. R. Grace & Co., 12 packages, 46 bales	5,930	
Andreas & Co., 66 bales	6,672	
J. M. Ceballos & Co., 21 bales	2,064	
G. Amsinck & Co., 75 bales	8,565	
C. Roldan & Van Sickel, 18 bales	2,222	
Meck & Co., 4 bales	540	
P. Apauli & Co., 8 bales	800	
J. Ferra, 19 bales	2,000	
To Order, 6 bales	575	
[Ex steamer *Colombia*, South American Pacific ports.]		
New York Commercial Co., 1 bale	100	= 68,231

September 5.—By Steamer *Orizaba*, from Vera Cruz:

C. Ortel, 2 bales	360	=360

September 6.—By Steamer *Alene*, from Cartagena:

W. R. Grace & Co., 60 bales	12,000	
Punderford & Co., 4 bales	800	
Pim, Forwood & Co., 16 bales	3,200	= 16,000

September 7.—By Steamer *Jason*, from Greytown:

Munoz & Esprella 17 bales	1,700	
A. P. Stroud, 58 bales	5,800	=7,500
Total Centrals		235.593
Total Pará		1,322,200
Grand Total		1,557,793

* Consigned British Bank of South America.